

BookletChart™

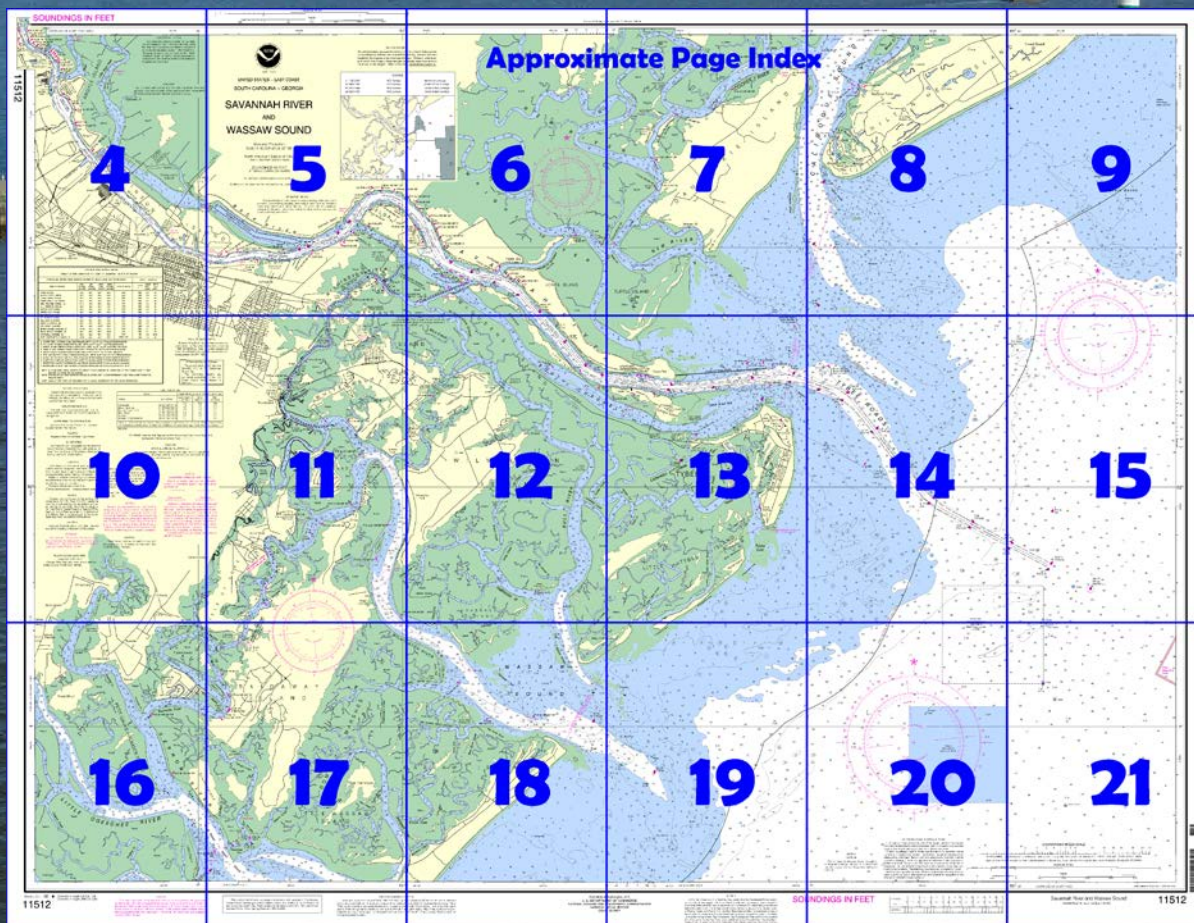
Savannah River and Wassaw Sound NOAA Chart 11512



A reduced-scale NOAA nautical chart for small boaters
When possible, use the full-size NOAA chart for navigation.



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=11512>



(Selected Excerpts from Coast Pilot)

Calibogue Sound is entered between Hilton Head Island and **Daufuskie Island**, 5 miles northward of Tybee Light (32°01'18"N., 80°50'48"W.). The entrance is obstructed by shifting shoals through which are several crooked channels. The best channel extends from Tybee Roads northward between Bloody Point Range Front Light and the northwest end of the submerged breakwater 1.9 miles northeast of Tybee Light. The channel into the sound is marked

by lights, a buoy, and daybeacons. The depth was 10 feet over the bar. Inside the bar, depths are ample.

Savannah River is navigable for deep-draft vessels to the upper end of Savannah Harbor, 19 miles above the entrance jetties, and for barges to the city of Augusta, 172 miles above the entrance. Deep-draft vessels approach the entrance from outside Savannah Light.

Savannah, on the south bank of Savannah River about 15 miles above the outer end of the jetties, is the second largest city and chief port of the State of Georgia. It is a leading southern port and is the main distributing point for the surrounding country. The city has considerable coastwise and foreign trade, and is connected with coastal cities to the north and south by the Intracoastal Waterway which crosses Savannah River several miles below the waterfront terminals.

Tybee Light (32°01'20"N., 80°50'44"W.), 144 feet above water, is shown from an octagonal brick tower, lower one third white and upper two thirds black, on the northeast end of Tybee Island.

A Federal project provides for a 44-foot channel across the bar through Tybee Roads to the jetties, thence 42 feet for about 16 miles in the main channel to the turning basin at Kings Island, thence 36 to 42 feet for about 1 mile, thence 30 feet for another 1.4 miles to the head of the project about 500 yards below U.S. Route 17 highway bridge. The channels are marked by lighted ranges, lights, and lighted and unlighted buoys.

A 2.1-mile-long sediment trap is in Back River on the north side of Hutchinson Island. A tide gate is at the head of the sediment trap.

The **danger area** of an Air Force air-to-air and air-to-water gunnery and bombing range is about 15 miles seaward of the light.

The entrance to the Savannah River is protected by jetties. The north jetty is unmarked and awash at mean high water and marked 0.2 mile seaward of its east end by a light. The south jetty is submerged at mean high water and marked at the east end by a light.

Route 17A served by this bridge crosses Back River to the northeastward over a trestle with a clearance of 10 feet. The CSX bridge crosses Back River above the Eugene Talmadge Memorial Highway bridge on a trestle with a clearance of 11 feet; an overhead power cable on the south side of this bridge has a clearance of 15 feet. The Route 17 (Houlihan) bridge a mile above Port Wentworth at the head of the Federal project, has a clearance of 8 feet. The bridgetender monitors VHF-FM channel 16 and works on channel 13; call sign, WHV-879. A bridge across Middle River has a clearance of 5 feet, and a bridge across Little Back River has a 40-foot fixed span with a clearance of 8 feet.

The velocity of the ebb current from the entrance jetties to Savannah is from 2.2 to 3.1 knots. The flood current has a velocity of from 1.6 to 2.4 knots. The current is considerably influenced by winds and freshets.

Currents set in the direction of the channel except at the entrance near Tybee Light, where the flood sets northwestward across the channel.

Between the jetties the flood sets 260°.

Currents.—The tidal currents in Wassaw Sound reach velocities up to 2.2 knots. Predictions for a number of places in the sound and vicinity may be obtained from the Tidal Current Tables.

U.S. Coast Guard Rescue Coordination Center **24 hour Regional Contact for Emergencies**

RCC Miami

Commander
7th CG District
Miami, FL

(305) 415-6800

Navigation Managers Area of Responsibility



NOAA's navigation managers serve as ambassadors to the maritime community.

They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit nauticalcharts.noaa.gov/service/navmanagers

To make suggestions or ask questions online, go to nauticalcharts.noaa.gov/inquiry.

To report a chart discrepancy, please use ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx.

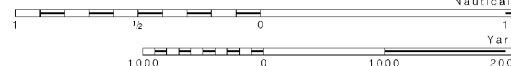
Lateral System As Seen Entering From Seaward

on navigable waters except Western Rivers



For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area.

These volumes are available online at <http://www.navcen.uscg.gov>



SOUNDINGS IN FEET

CONTINUED ON CHART 11514 SIDE A

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.765" northward and 0.608" eastward to agree with this chart.



THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES – EAST COAST

SOUTH CAROLINA – GEORGIA

SAVANNAH RIVER AND WASSAW SOUND

Mercator Projection
Scale 1:40,000 at Lat 32° 00'

North American Datum of 1983
(World Geodetic System 1984)

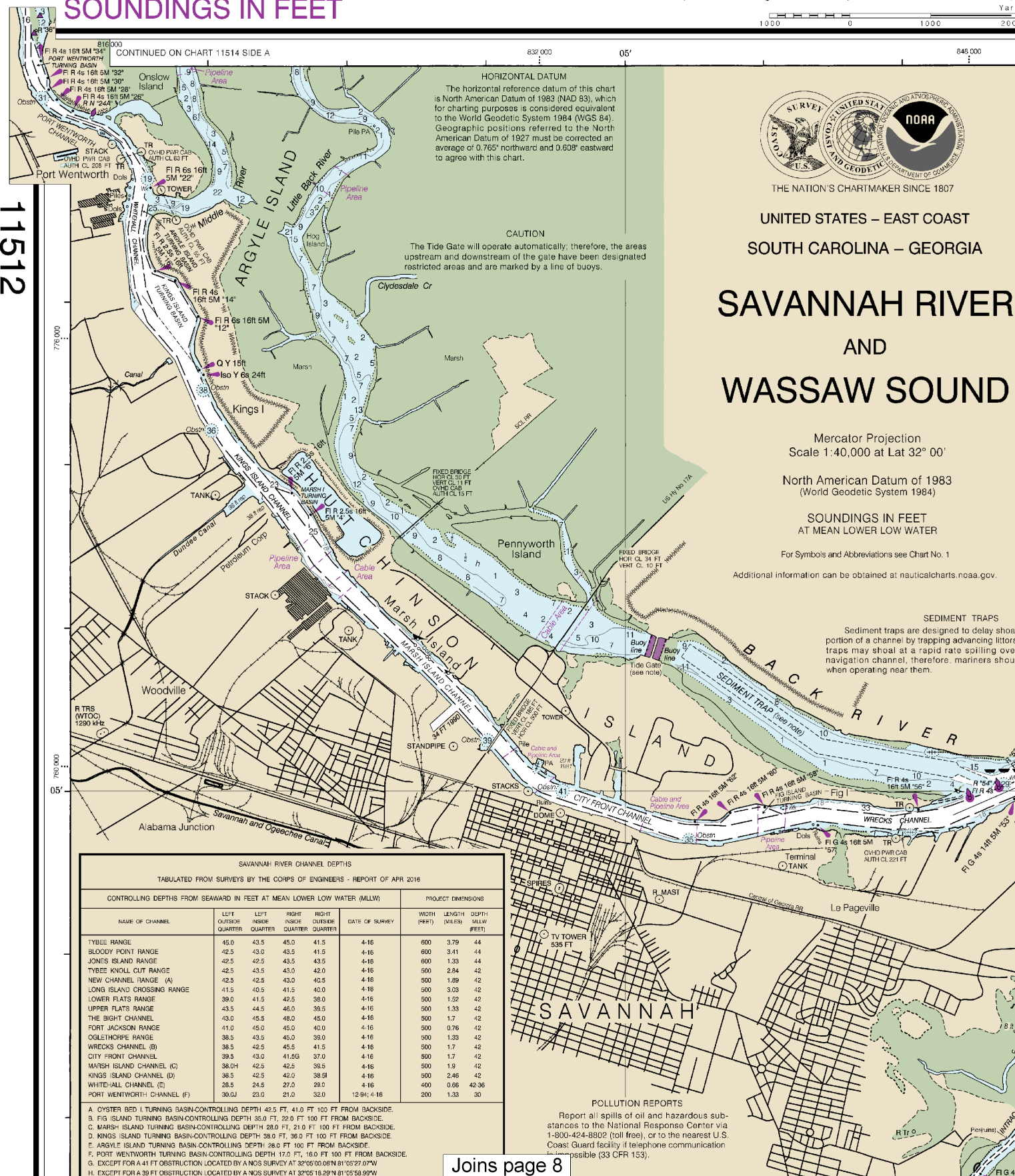
SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

For Symbols and Abbreviations see Chart No. 1

Additional information can be obtained at nauticalcharts.noaa.gov.

SEDIMENT TRAPS

Sediment traps are designed to delay shoal portion of a channel by trapping advancing littoral traps may shoal at a rapid rate spilling over navigation channel, therefore, mariners should when operating near them.



NAME OF CHANNEL	CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)				DATE OF SURVEY	PROJECT DIMENSIONS		
	LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER		WIDTH (FEET)	LENGTH (MILES)	DEPTH (FEET)
TYBEE RANGE	45.0	43.5	45.0	41.5	4-16	600	3.79	44
BLOODY POINT RANGE	42.5	43.0	43.5	41.5	4-16	600	3.41	44
JONES ISLAND RANGE	42.5	42.5	43.5	43.5	4-16	600	1.33	44
TYBEE KNOLL CUT RANGE	42.5	43.5	43.0	42.0	4-16	500	2.84	42
NEW CHANNEL RANGE (A)	42.5	42.5	43.0	42.5	4-16	500	1.89	42
LONG ISLAND CROSSING RANGE	41.5	40.5	41.5	40.0	4-16	500	3.03	42
LOWER FLATS RANGE	39.0	41.5	42.5	38.0	4-16	500	1.52	42
UPPER FLATS RANGE	43.5	44.5	45.0	39.5	4-16	500	1.33	42
THE BIGHT CHANNEL	43.0	45.5	48.0	45.0	4-16	500	1.7	42
FORT JACKSON RANGE	41.0	45.0	45.0	40.0	4-16	500	0.76	42
OGLETHORPE RANGE	38.5	43.5	45.0	39.0	4-16	500	1.33	42
WRECKERS CHANNEL (B)	38.5	42.5	45.5	41.5	4-16	500	1.7	42
CITY FRONT CHANNEL	39.5	43.0	41.5G	37.0	4-16	500	1.7	42
MARSH ISLAND CHANNEL (C)	38.0H	42.5	42.5	39.5	4-16	500	1.9	42
KINGS ISLAND CHANNEL (D)	38.5	42.5	42.0	38.5H	4-16	500	2.46	42
WHITEHALL CHANNEL (E)	28.5	24.5	27.0	28.0	4-16	400	0.66	42-36
PORT WENTWORTH CHANNEL (F)	30.0J	23.0	21.0	32.0	12-84; 4-16	200	1.33	30

A. OYSTER BED I TURNING BASIN-CONTROLLING DEPTH 42.5 FT, 41.0 FT 100 FT FROM BACKSIDE.
 B. FIG ISLAND TURNING BASIN-CONTROLLING DEPTH 35.0 FT, 22.0 FT 100 FT FROM BACKSIDE.
 C. MARSH ISLAND TURNING BASIN-CONTROLLING DEPTH 28.0 FT, 21.0 FT 100 FT FROM BACKSIDE.
 D. KINGS ISLAND TURNING BASIN-CONTROLLING DEPTH 38.0 FT, 36.0 FT 100 FT FROM BACKSIDE.
 E. ARGYLE ISLAND TURNING BASIN-CONTROLLING DEPTH 26.0 FT 100 FT FROM BACKSIDE.
 F. PORT WENTWORTH TURNING BASIN-CONTROLLING DEPTH 17.0 FT, 16.0 FT 100 FT FROM BACKSIDE.
 G. EXCEPT FOR A 41 FT OBSTRUCTION LOCATED BY A NOS SURVEY AT 32°05'00.08"N 81°05'27.07"W
 H. EXCEPT FOR A 39 FT OBSTRUCTION LOCATED BY A NOS SURVEY AT 32°05'18.29"N 81°05'58.99"W

Joins page 8

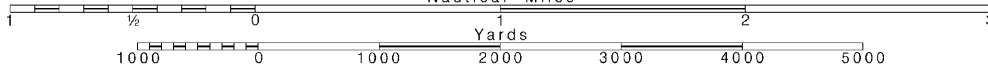
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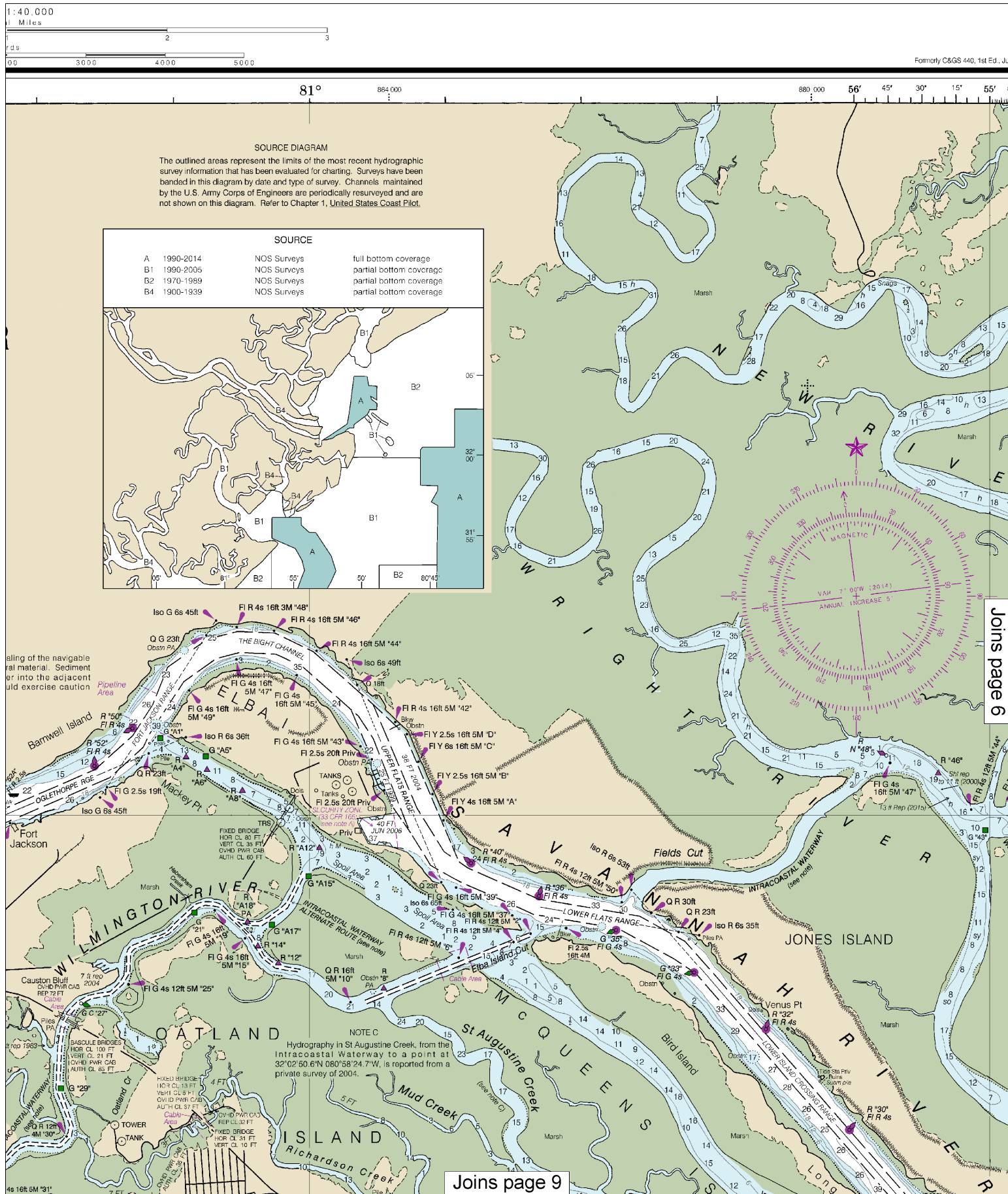
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.

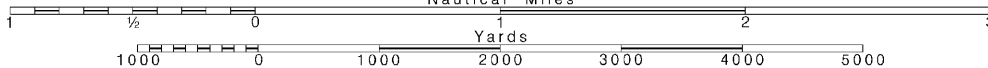


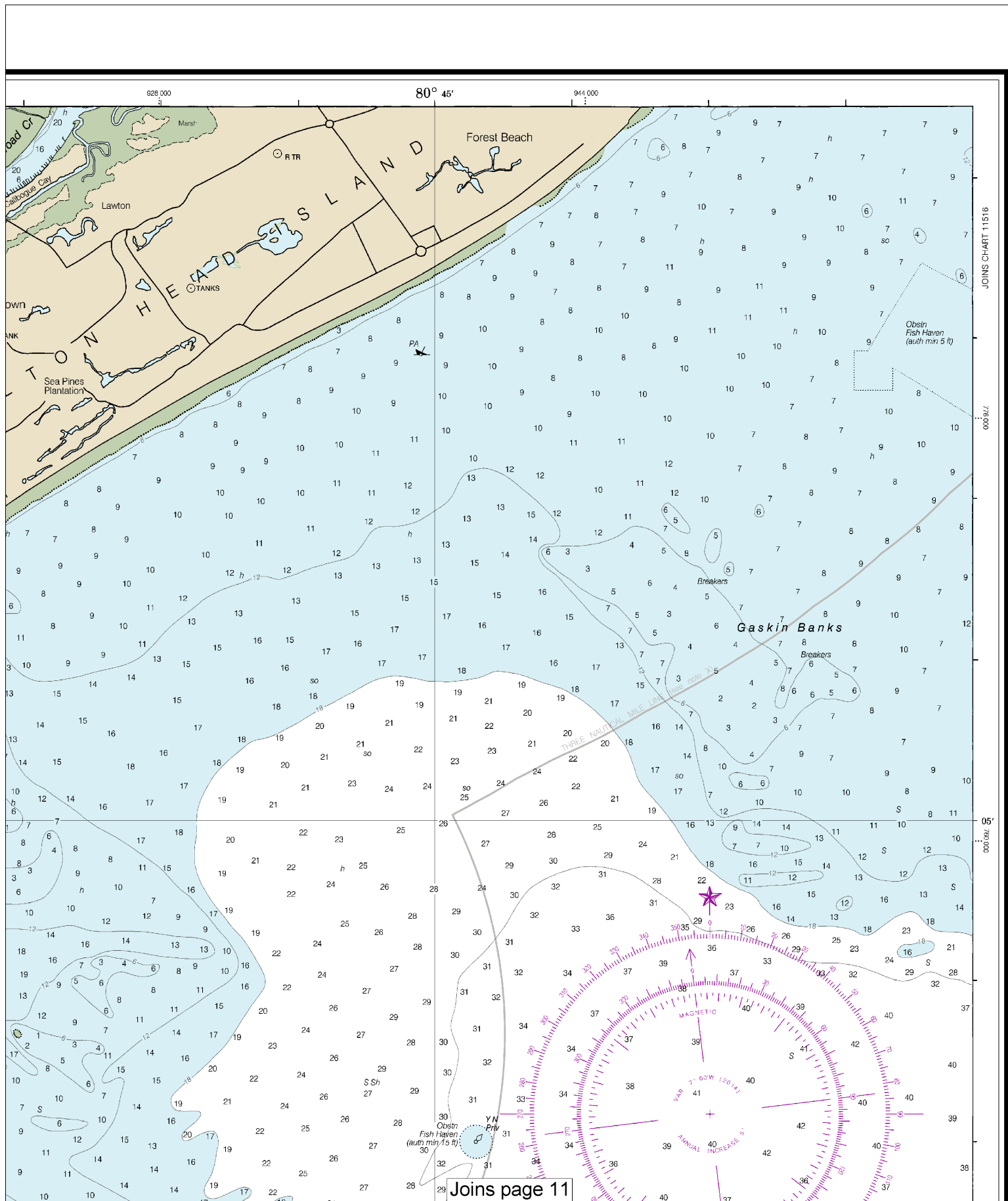


This BookletChart was reduced to 70% of the original chart scale.
The new scale is 1:57142. Barscales have also been reduced and
are accurate when used to measure distances in this BookletChart.

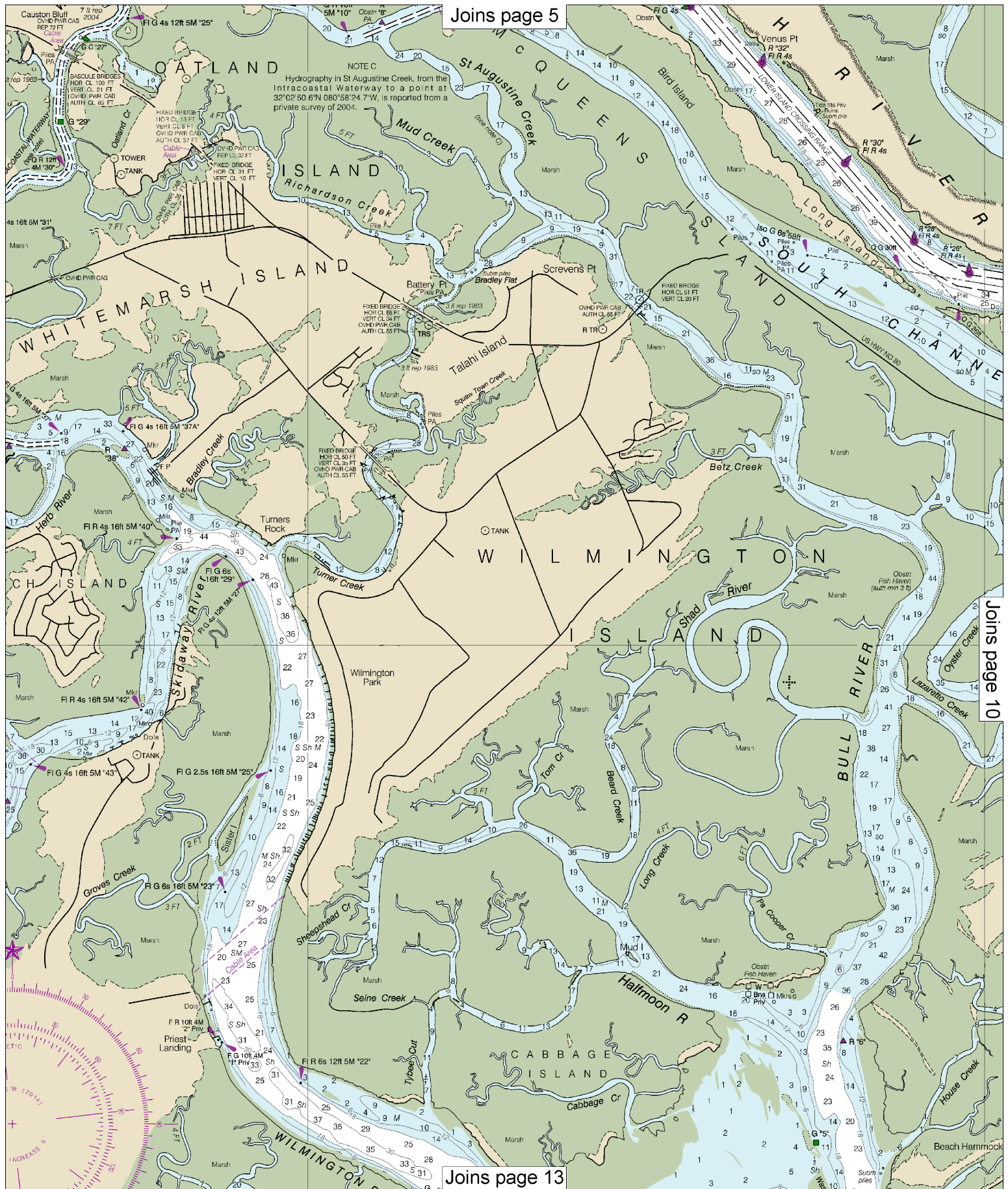
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See Note on page 5.





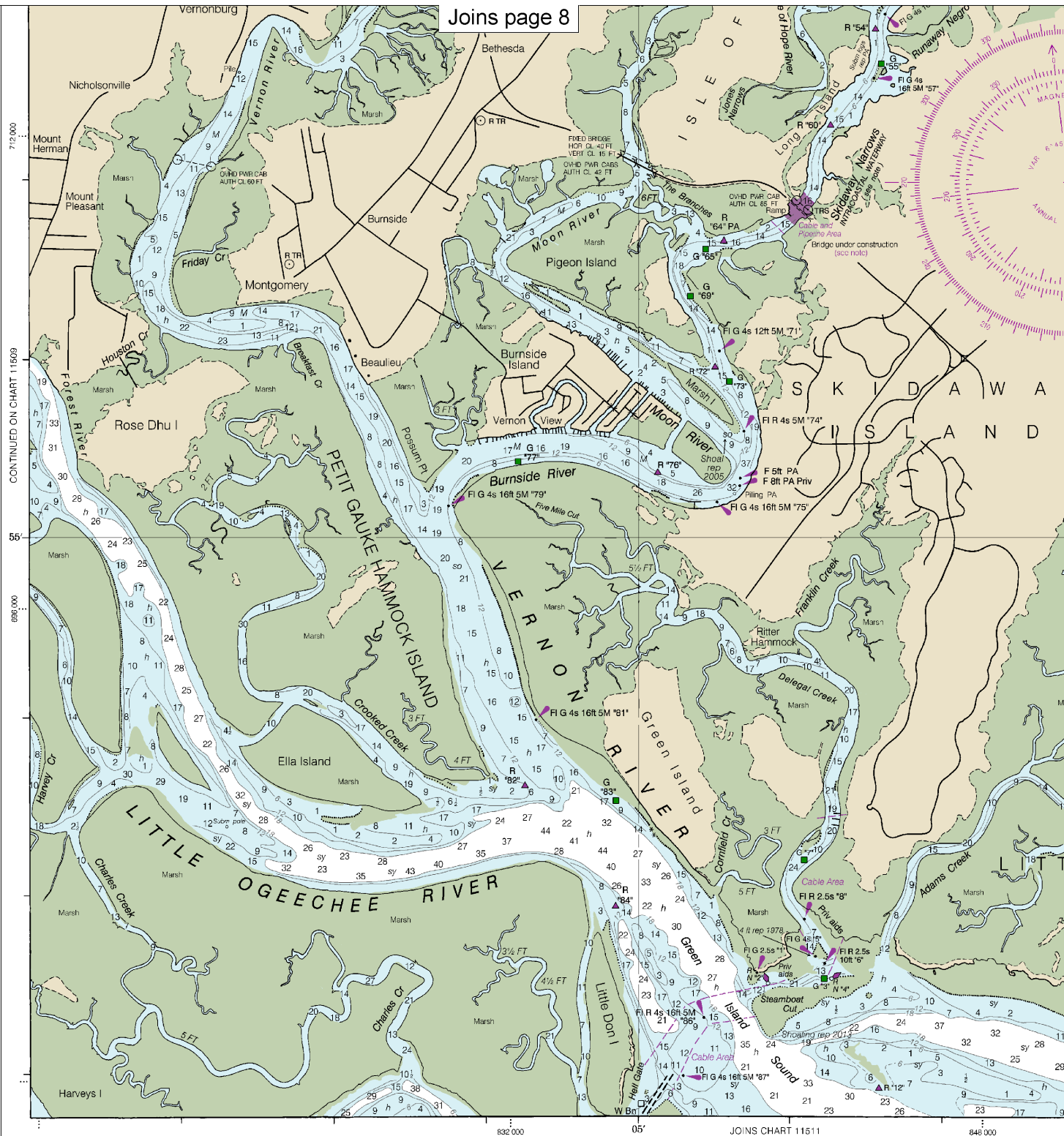
Joins page 11



Note: Chart grid lines are aligned with true north.

Joins page 15





11512

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

NOAA encourages users to submit inquiries, discrepancies or comments about this chart at <http://www.nauticalcharts.noaa.gov/staff/contact.htm>.

64th Ed., Aug. 2014. Last Correction: 11/2/2016. Cleared through:
LNM: 4716 (11/22/2016), NM: 4816 (11/26/2016)

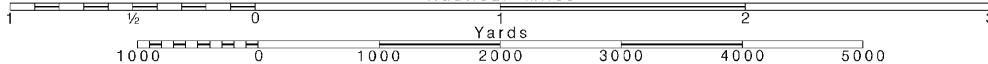
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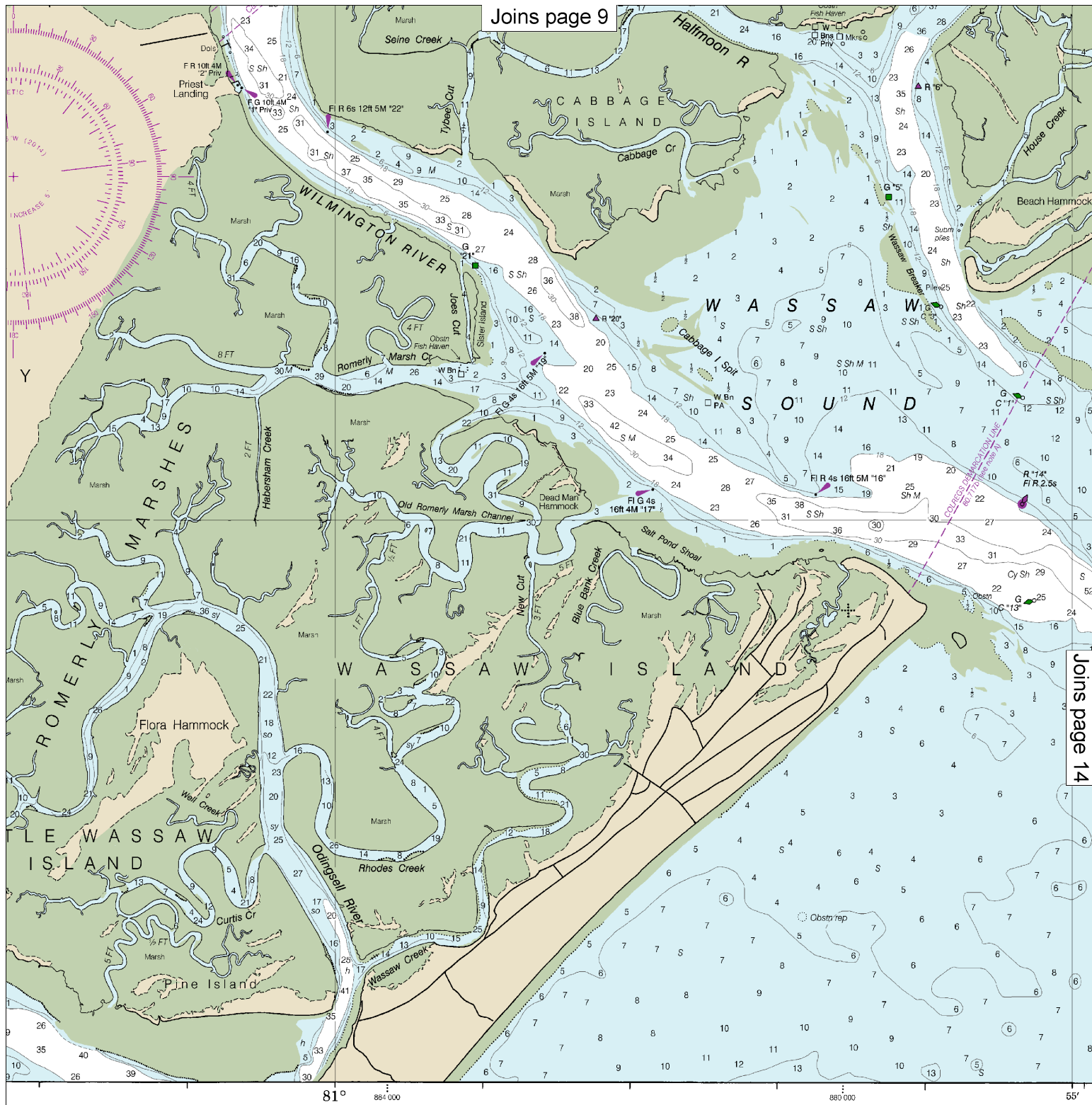
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

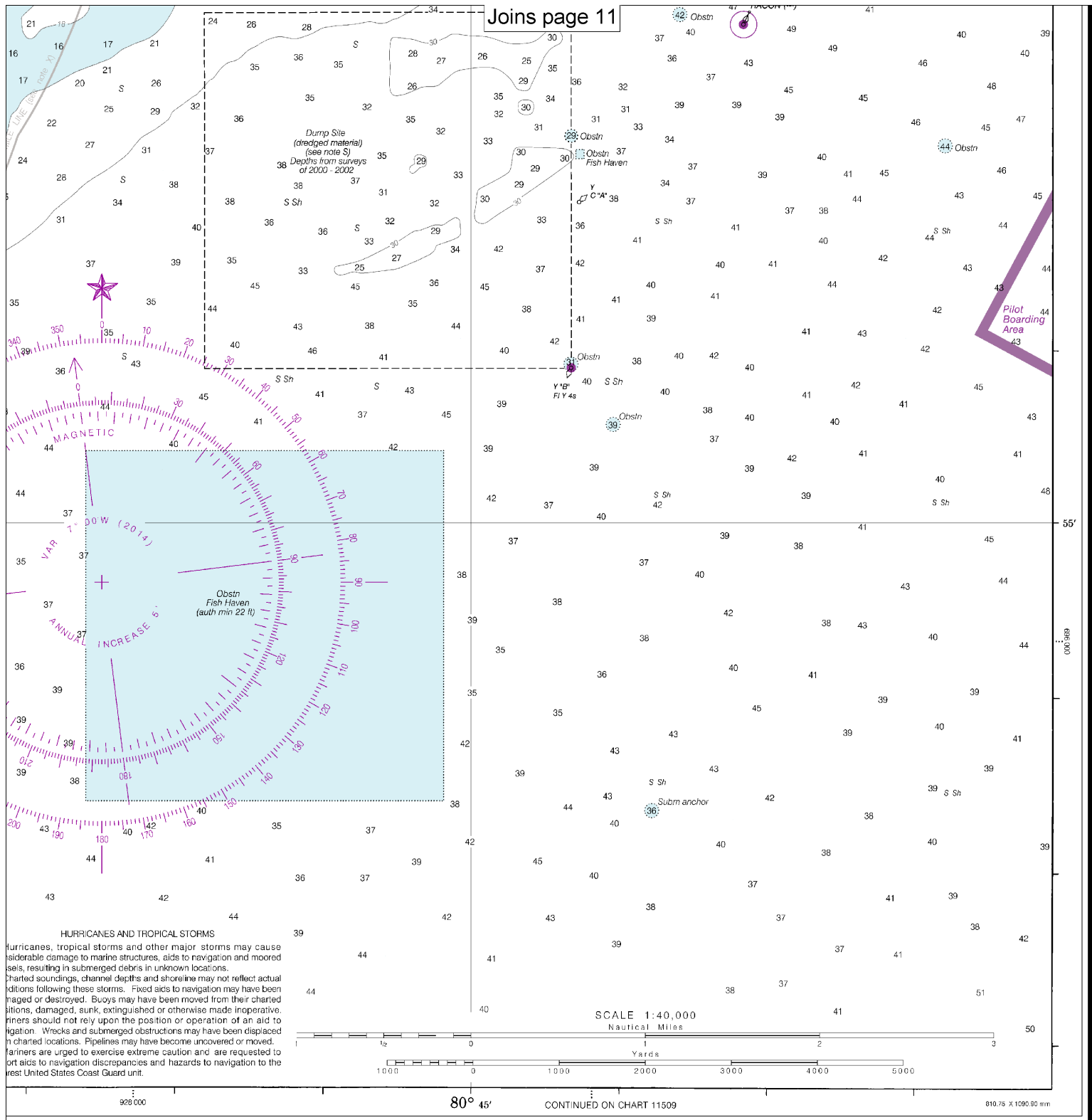
SCALE 1:40,000
Nautical Miles

See Note on page 5.





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NATIONAL OCEANIC AND ATMOSPHERIC
NATIONAL OCEANIC AND ATMOSPHERIC
COAST SURVEY



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VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!



NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

Quick References

Nautical chart related products and information	—	http://www.nauticalcharts.noaa.gov
Interactive chart catalog	—	http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml
Report a chart discrepancy	—	http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx
Chart and chart related inquiries and comments	—	http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs
Chart updates (LNM and NM corrections)	—	http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html
Coast Pilot online	—	http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm
Tides and Currents	—	http://tidesandcurrents.noaa.gov
Marine Forecasts	—	http://www.nws.noaa.gov/om/marine/home.htm
National Data Buoy Center	—	http://www.ndbc.noaa.gov/
NowCoast web portal for coastal conditions	—	http://www.nowcoast.noaa.gov/
National Weather Service	—	http://www.weather.gov/
National Hurricane Center	—	http://www.nhc.noaa.gov/
Pacific Tsunami Warning Center	—	http://ptwc.weather.gov/
Contact Us	—	http://www.nauticalcharts.noaa.gov/staff/contact.htm



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